



CHICAGO DEPARTMENT OF
PLANNING & DEVELOPMENT

CHICAGO PLAN COMMISSION

Department of Planning and Development

**1112 W CARROLL | 315 N MAY (27th WARD - ALD BURNETT JR)
TRAMMELL CROW CHICAGO DEVELOPMENT, INC.**

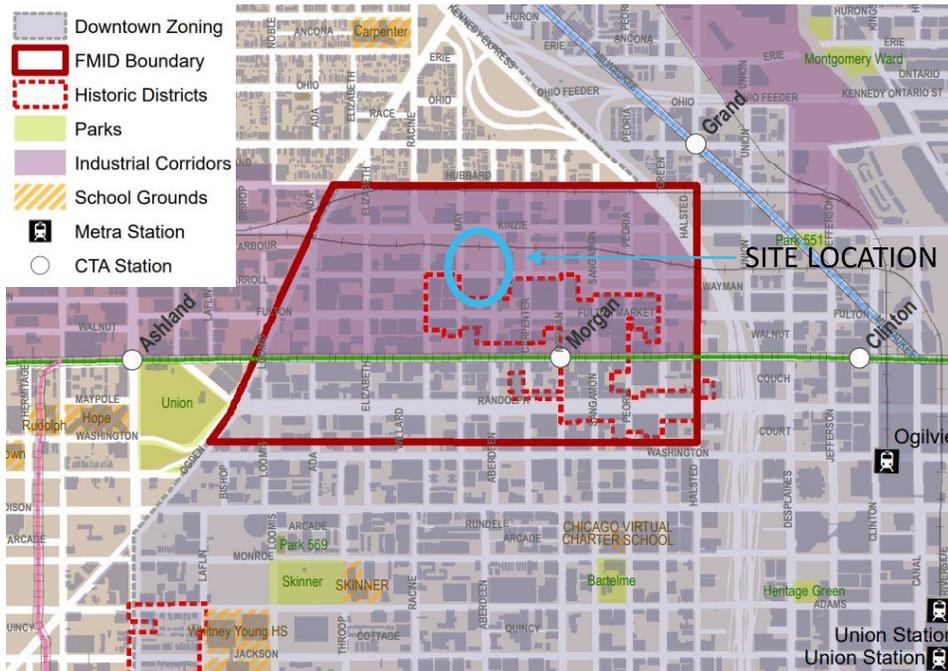
10/21/2021

Project Description

Trammell Crow proposes to develop a 410' tall, 26-story mixed-use office and commercial building containing 180 parking spaces, 650,000 sf of office, and 15,000 sf of commercial space at **315 N. May** and a 370' tall, 33-story mixed use building containing 377 residential units, 90 parking spaces, and ground floor commercial /retail /restaurant uses at **1112 W. Carroll**, together these projects hope to enhance the vibrant character and active ethos of the Fulton Market neighborhood. A roughly 35,000 sqft park is planned for the East portion of the residential site and will offer much needed green space to the community of this area. Both buildings are filled with state-of-the-art amenities and ample outdoor space for the building's users. The development will adhere to the guidelines of the innovation district and promote high levels of design for the diverse and energetic community of the Fulton Market.

- The primary design principles were to maximize the light and air between the building masses and anchor them on a large privately-funded, publicly-accessible park amenity.
- The twisting form of 315 N May emerges from the park with elevated terraces cascading down to street level, enhancing the outdoor relationship from the streetscape to the building.
- The smaller footprint of the 1112 W Carroll residential tower oriented to the NW corner of the site accommodates a large open space that is public facing and active with a park, cafe, restaurant, and active use retail.
- To address the character and scale of the urban context, the project includes setbacks and material selections intended to soften the transition in scale and reinforce the existing urban fabric.
- The development will enhance the public realm by widening pedestrian paths, creating safer, brighter spaces, and introducing a large open space park for the public. The park's design is an abstract restoration of nature within the urban context; an environmentally verdant and socially vibrant oasis unearthed from Fulton Market's industrial history.

Community Area Snapshot



COMMUNITY AREA INFORMATION:

- Total Population – 67,881
- Total Households – 33,918
- Average Household Size – 1.9
- Percent Population Change 2010-2020 (23.7%)
- Accessible Park Acreage per 1k Residents
 - NWS (1.44) City of Chicago (2.42)

Near West Side

Community Data Snapshot
Chicago Community Area Series
August 2021 Release

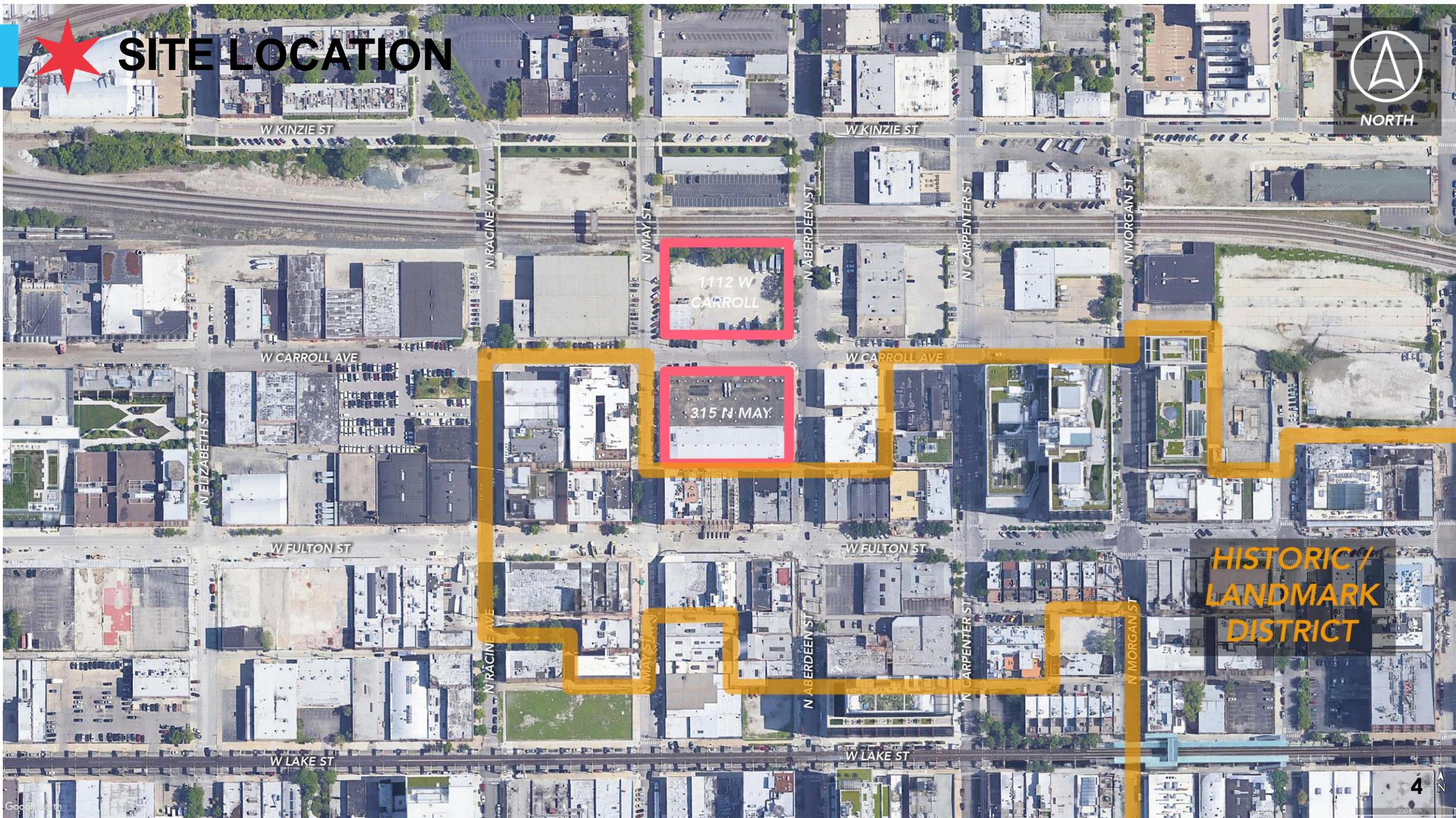




SITE LOCATION



NORTH



**HISTORIC /
LANDMARK
DISTRICT**



EXISTING SITE CONTEXT AND PEDESTRIAN EXPERIENCE



B - Looking East on North Edge



A - Looking Southwest Aberdeen intersection



B - Looking South on West Sidewalk



A - Looking South on West Sidewalk



B - Looking Southeast from NW tracks



A - Looking Southeast from NW Intersection



NW BIRDSEYE
LOOKING SE



GREEN ROOF

ROOFTOP MECH

GREEN ROOF

AMENITY TERRACE - LEVEL 21

ROOFTOP AMENITY/ POOL TERRACE

AMENITY TERRACE - LEVEL 14

LEVEL 22 SETBACK

AMENITY TERRACE - LEVEL 7

LEVEL 15- DBL HEIGHT AMENITY FLOOR

VEHICLE ENTRY

MAY

OFFICE ENTRY PLAZA

LEVEL 2 RESTAURANT

NE BIRDSEYE
LOOKING SW

CARROLL

35,000 SQFT OPEN SPACE

ABERDEEN



New and Existing Streetscape





SE Perspective
Down Aberdeen





NE Perspective
Looking SW



AVARGRAF



RESIDENTIAL STRATA MURAL ART



RESIDENTIAL TOWER



BIRDSEYE - WEST



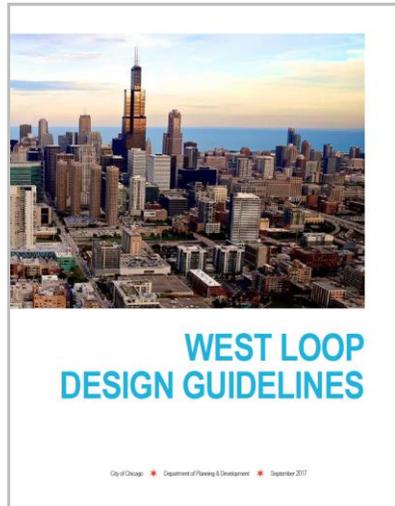
OFFICE AMENITY TERRACE



SE Perspective
Looking NW



★ Planning Context



West Loop Design Guidelines

City of Chicago Department of Planning and Development, September 2017

- Assist in development and define standards to preserve character, high quality design, and dynamic nature of the West Loop neighborhood

Fulton Market Innovation District Plan Update

Adopted by Chicago Plan Commission February 18, 2021



Fulton Market Innovation District Plan

City of Chicago Department of Planning and Development, 2014 (Updated 2021)

- Promote growth of mixed-use & mixed income while serving new and existing companies
- Accommodating new development while protecting fundamental characteristics of the area including the historic & cultural assets



Project Timeline and Community Meetings

Community Outreach Dates:

- 5.19.21: WCA
- **5.26.21: PD Filed with DPD**
- 6.01.21: WLCO
- 6.21.21: NOWL
- 8.11.21: Committee on Design
- 9.15.21: Overall Community Meeting

Committee on Design – Project Changes Based on Feedback

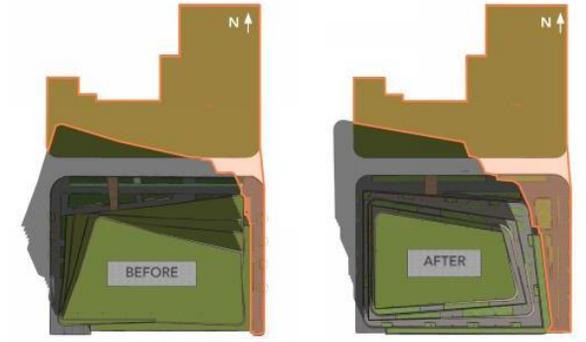
- 315 N May- No longer parked on levels 2-3 (above-grade) – the new design includes 100% below-grade parking, activating all areas above-grade
- 315 N May- No longer a curb cut on the east side along Aberdeen (now utilizing the alley as main entry to building – serving the drop-off area and below-grade parking access)
- Reduced bulk and scale by shrinking floor plates (massing steps back further as you go vertically in the stack) reduces shadows and allows for more light and air between the building, including the park
- The materials of the office building have more contrast when comparing the office building to the residential building
- Modifications to the park areas per communication with COD and DPD, Now employing a shared street experience to maximize the useability

Community and DPD – Project Changes Based on Feedback

- Podium material modified to better align and the scale and character of the neighborhood. Brick introduced and larger southern setbacks per WLDG 3.7.2
- South Elevation scale reduced to better connect with the landmark district
- Park entry shifted to SE corner of May site and building carved back to create visual wedge to draw users into the park from Fulton creating a closer park connection.
- 1112 Carroll vehicle drop-off removed to create less curb cuts and avoid congestion
- Art murals added in various locations to bring more public art into the design
- ‘Notch’ added at street level in SW corner of May site level 1 to allow for easier access into garage for condo neighbors
- Refinements to dog park area to create larger space.
- Fenestration on Level 1 of 315 N May further articulated to better align with the character of storefronts in the pedestrian realm.



Community Feedback and Design Updates

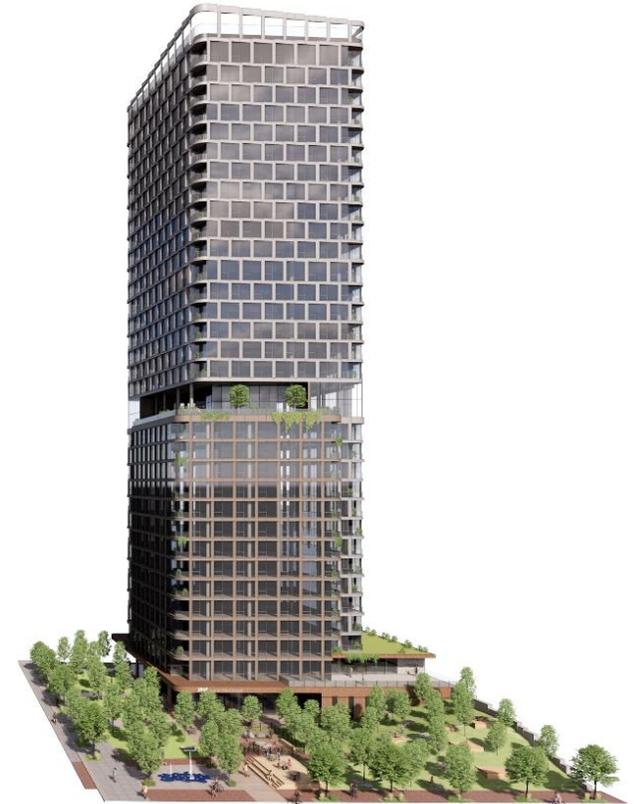


BEFORE

RE-DESIGN

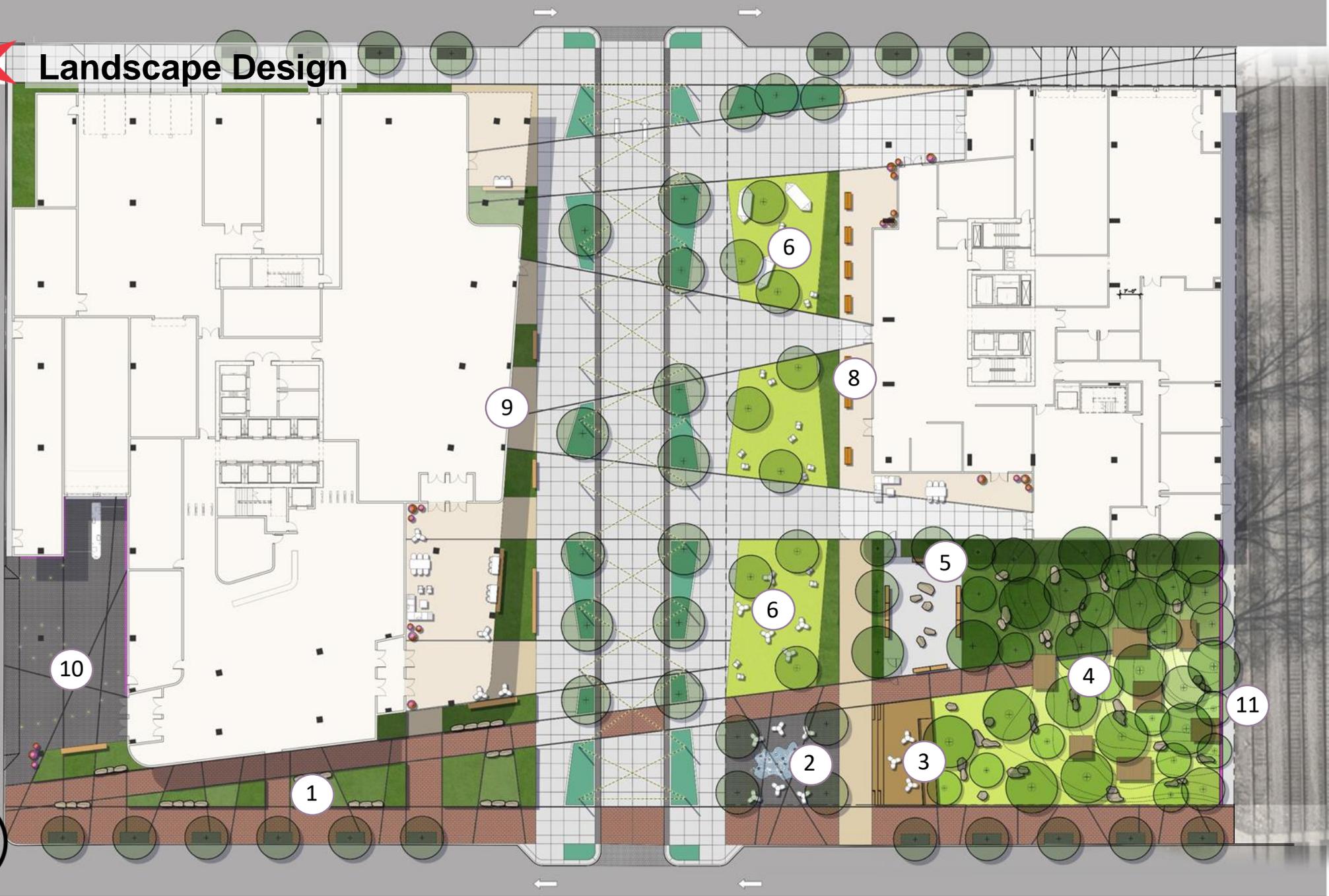


RE-DESIGN





Landscape Design

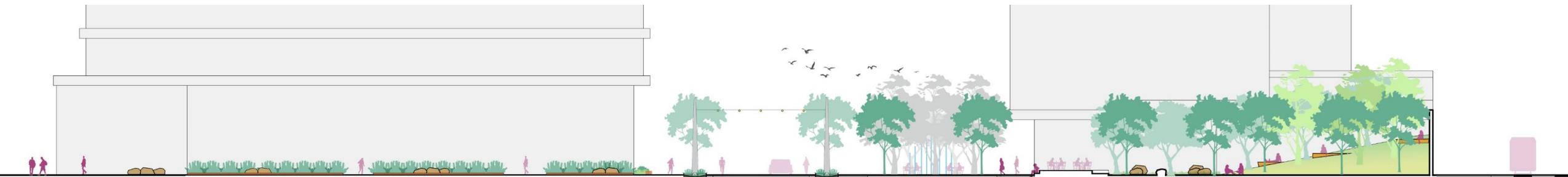
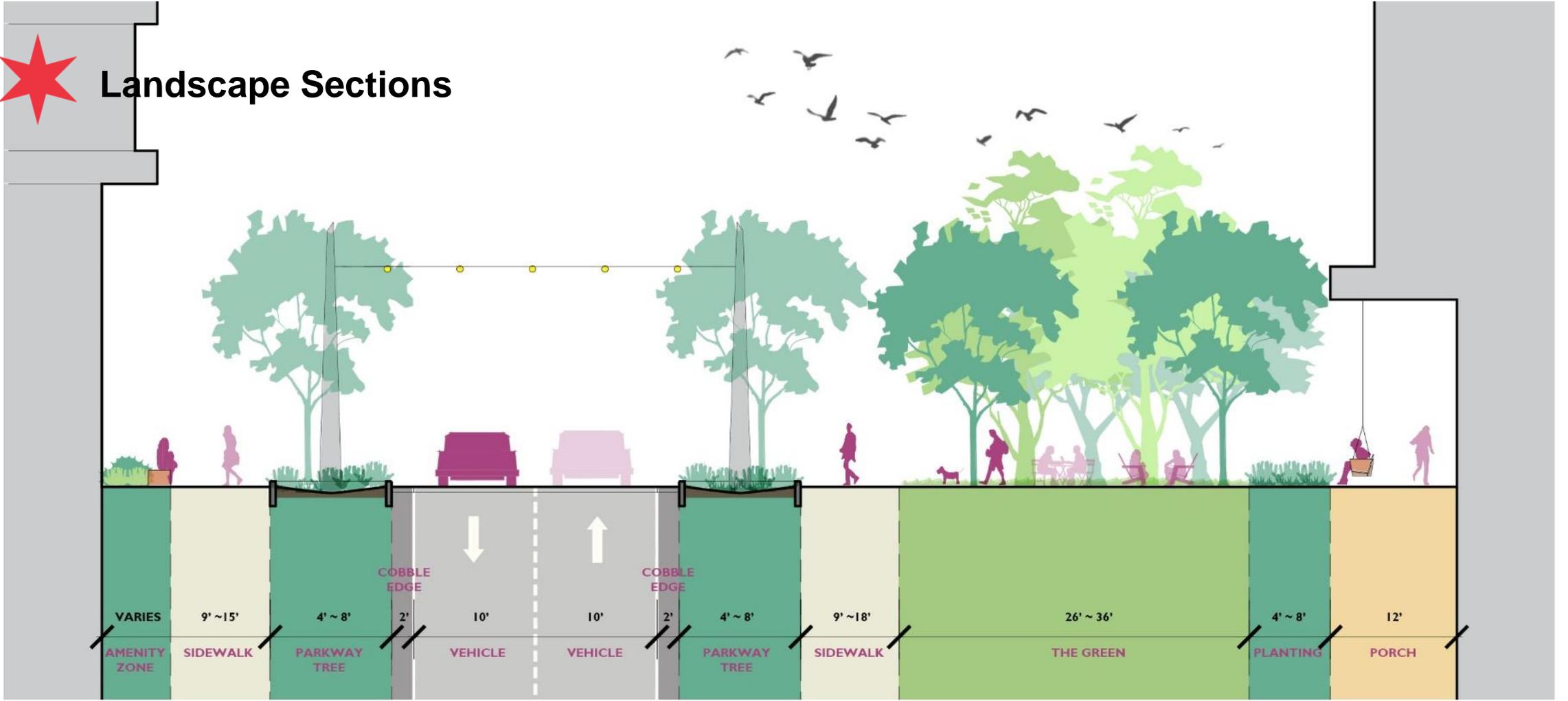


LEGEND

- ① FULTON MARKET GATEWAY PLAZA
 - Street mural
 - Prairie grass median
 - Stone slab seating
- ② FOUNTAIN PLAZA
 - Historic cobblestone
 - Tall fountain jets
- ③ PLATFORM
 - 30" height deck
 - Seating steps
 - Stage for events
- ④ THE GROVE
 - No-mow turf - east
 - Low shrubs - west
 - Picnic platforms
 - Stone slabs
 - Informal shade trees
- ⑤ DOG RUN
 - About 1000 SF
 - Play boulders
 - Benches
 - General public use
- ⑥ THE GREEN
 - Sodded turf
 - Informal shade trees
 - Moveable seating
- ⑦ CARROLL STREET CORRIDOR
 - Shared (curbless) street
 - Bioswale plantings
 - Overhead string lights
- ⑧ THE PORCH
 - Porch swings beneath overhang
 - Seasonal containers
- ⑨ RETAIL AMENITY ZONE
 - Cafe seating
 - Native grasses
 - Timber seating
- ⑩ OFFICE DROP-OFF
 - Curbless with bollards
 - Historic cobblestone
 - Architectural mural wall
- ⑪ TRAIN MURAL WALL



Landscape Sections





Level 02 | 5 Units (730 – 1435sf)



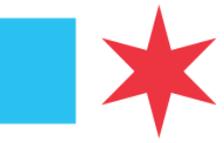
Typical Low Tier 13 Units (464 – 1419sf)



Mid Block Amenity



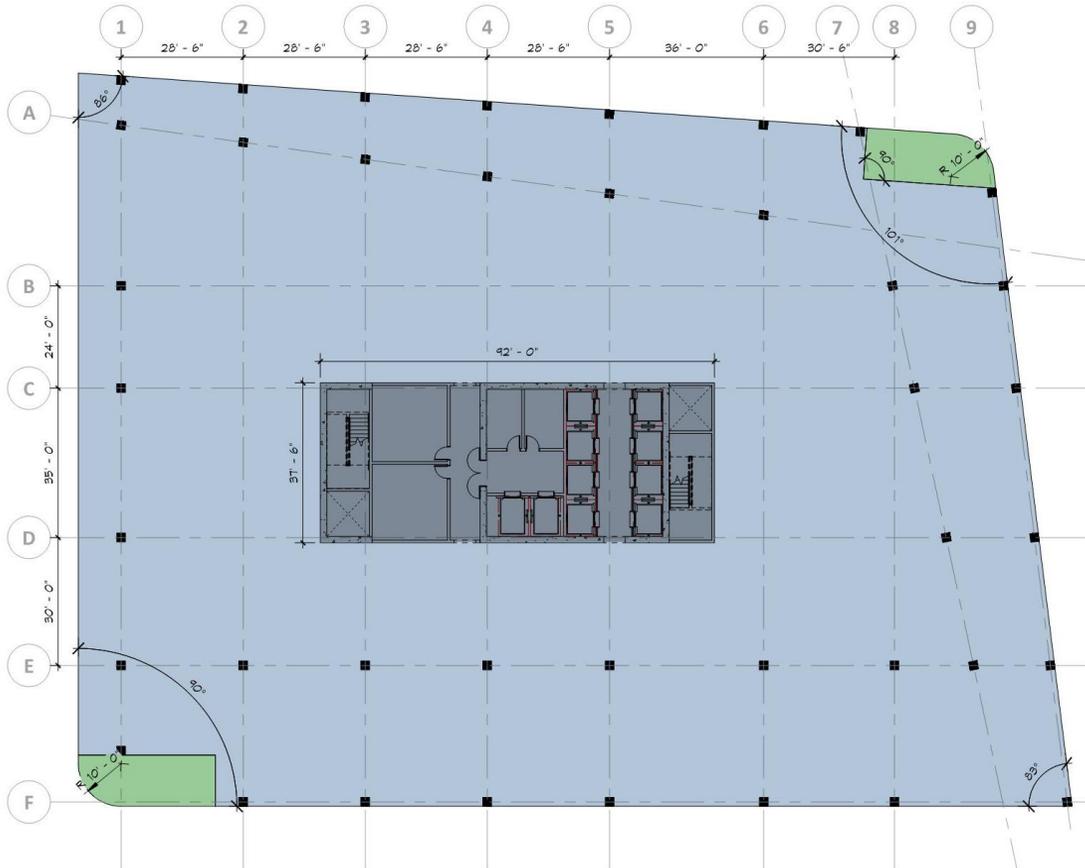
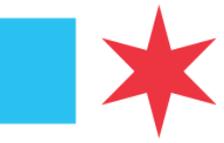
Typical Mid Tier 12 Units (465 – 1419sf)



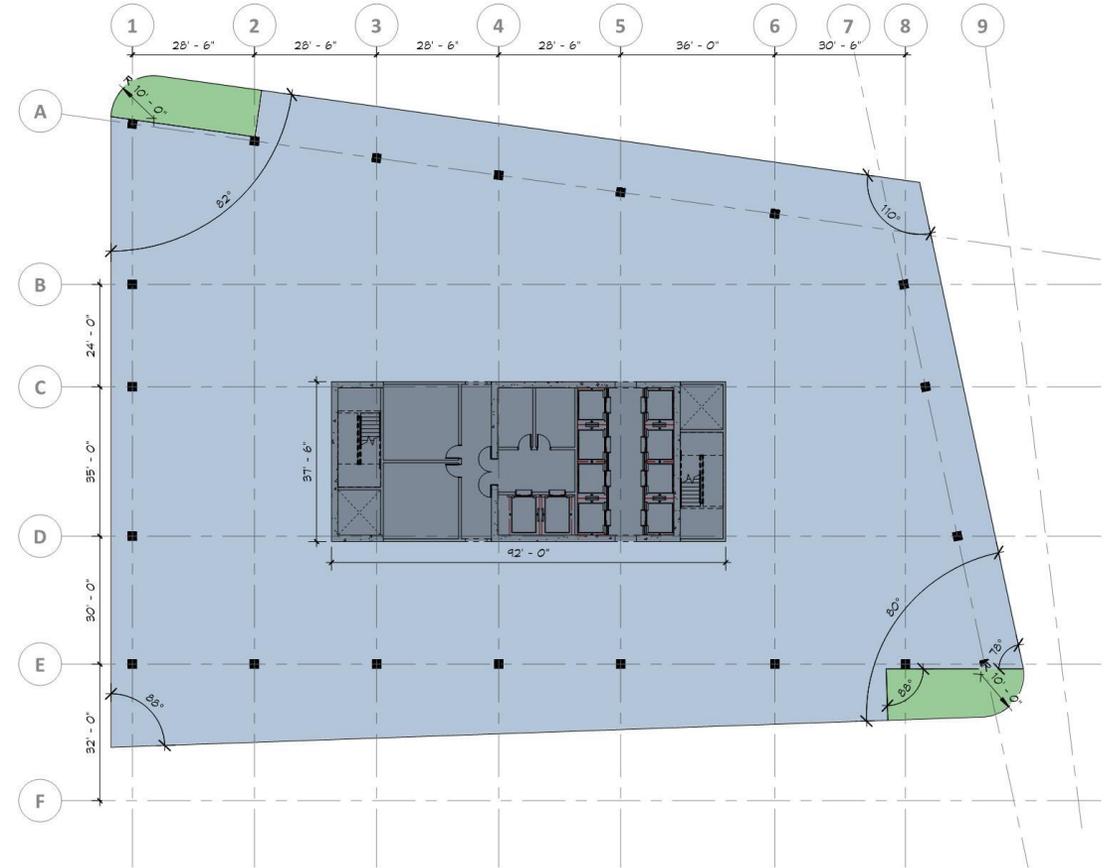
Typical High Tier 12 Units (477 – 1045sf)



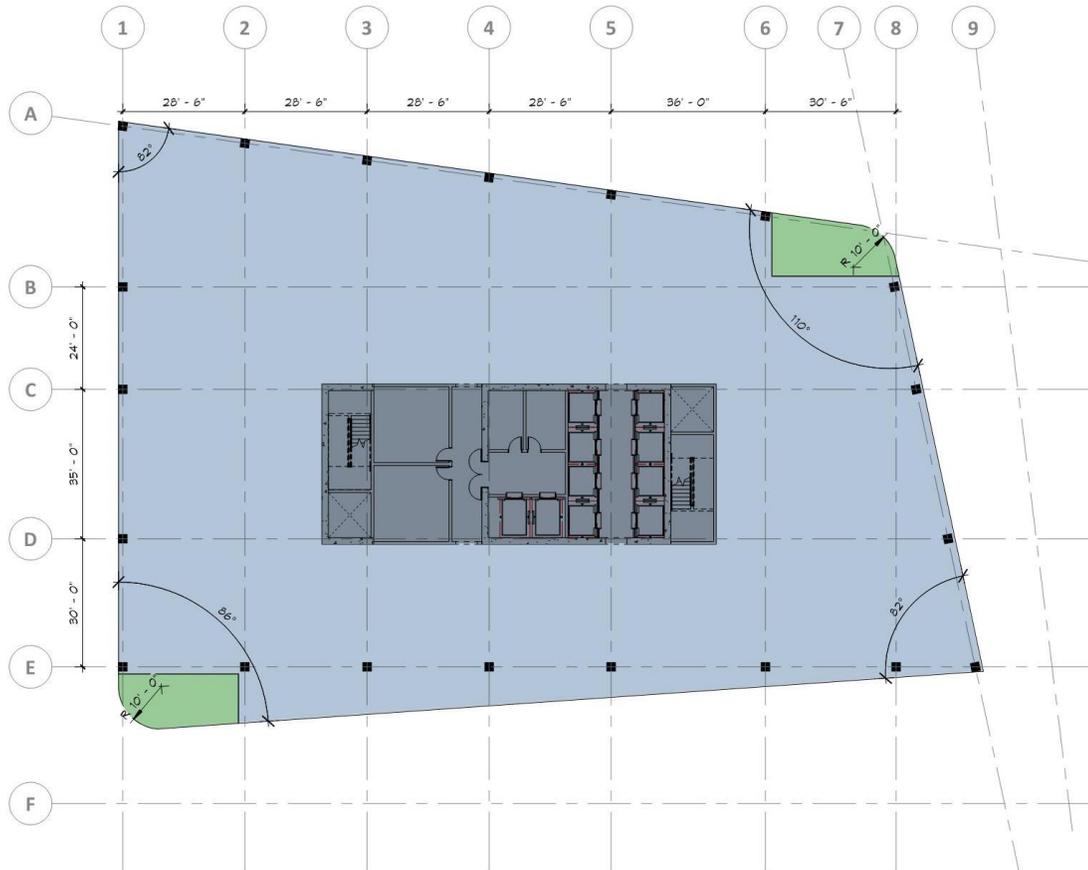
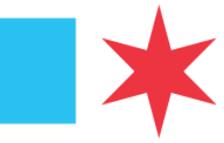
Rooftop Amenity



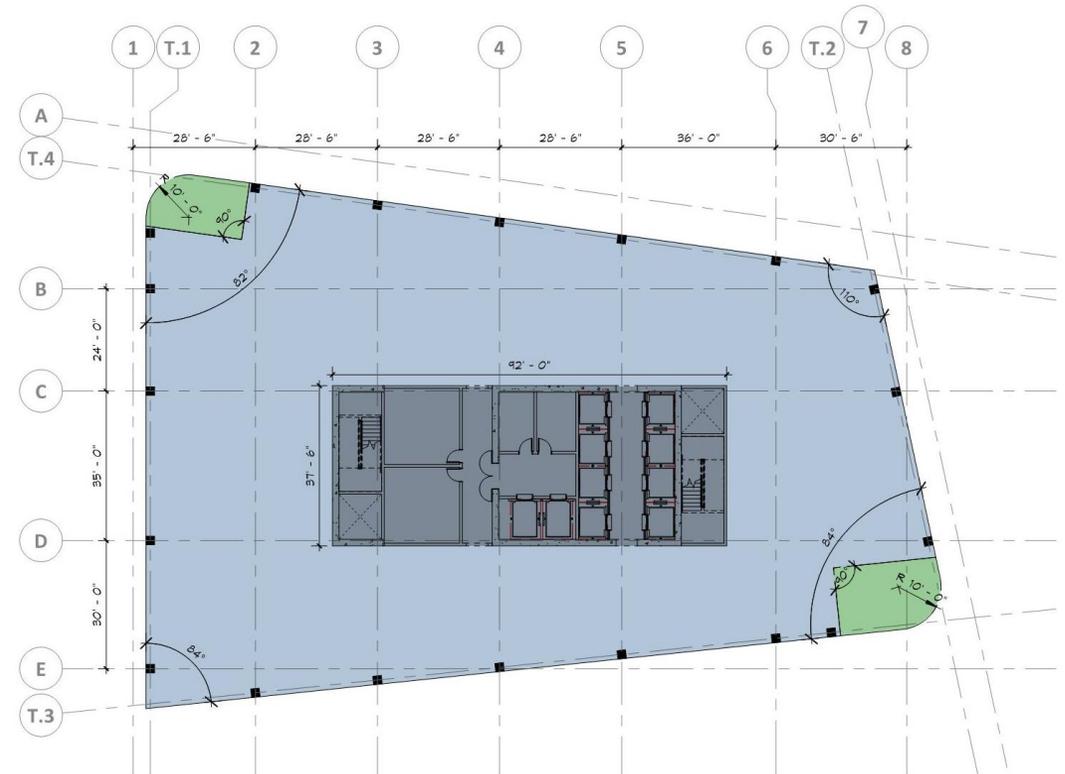
Low Tier 1 – 40,624 RSF



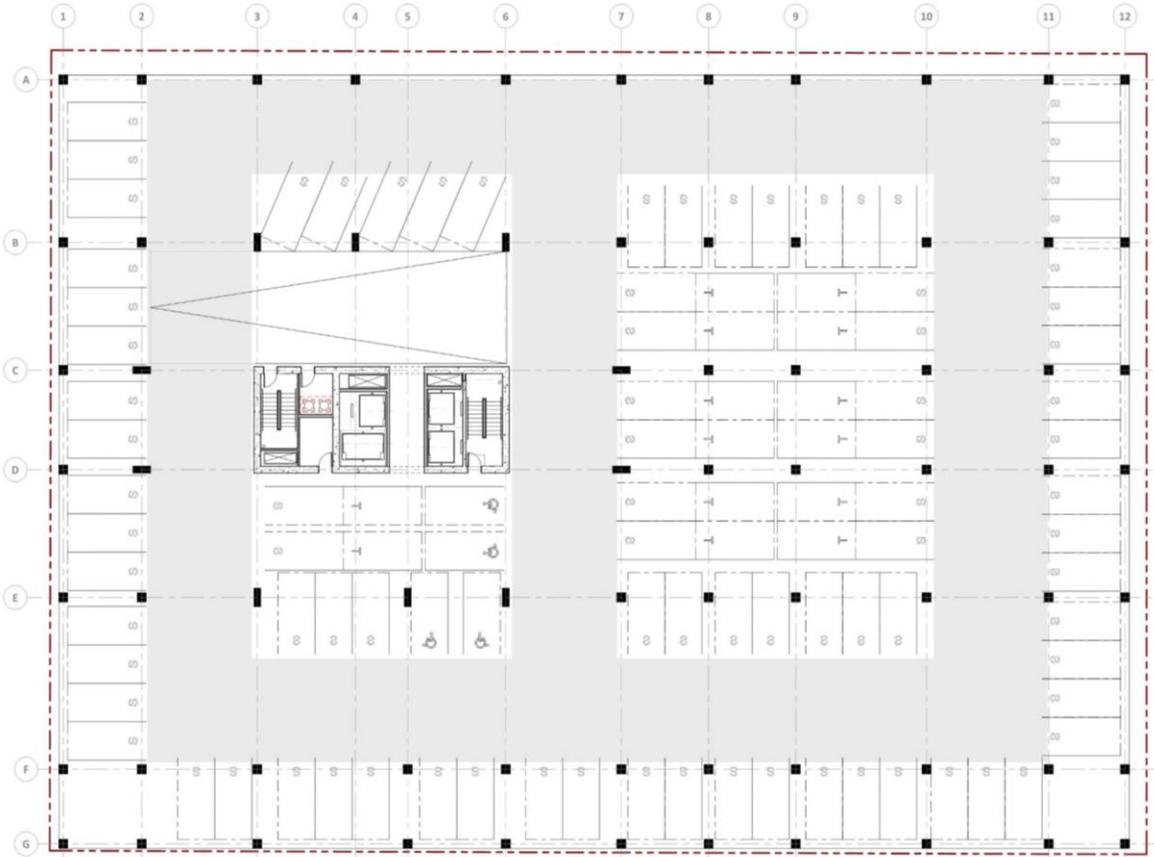
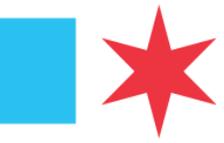
Mid Tier 2 – 30,257 RSF



Mid Tier 3 – 23,628 RSF



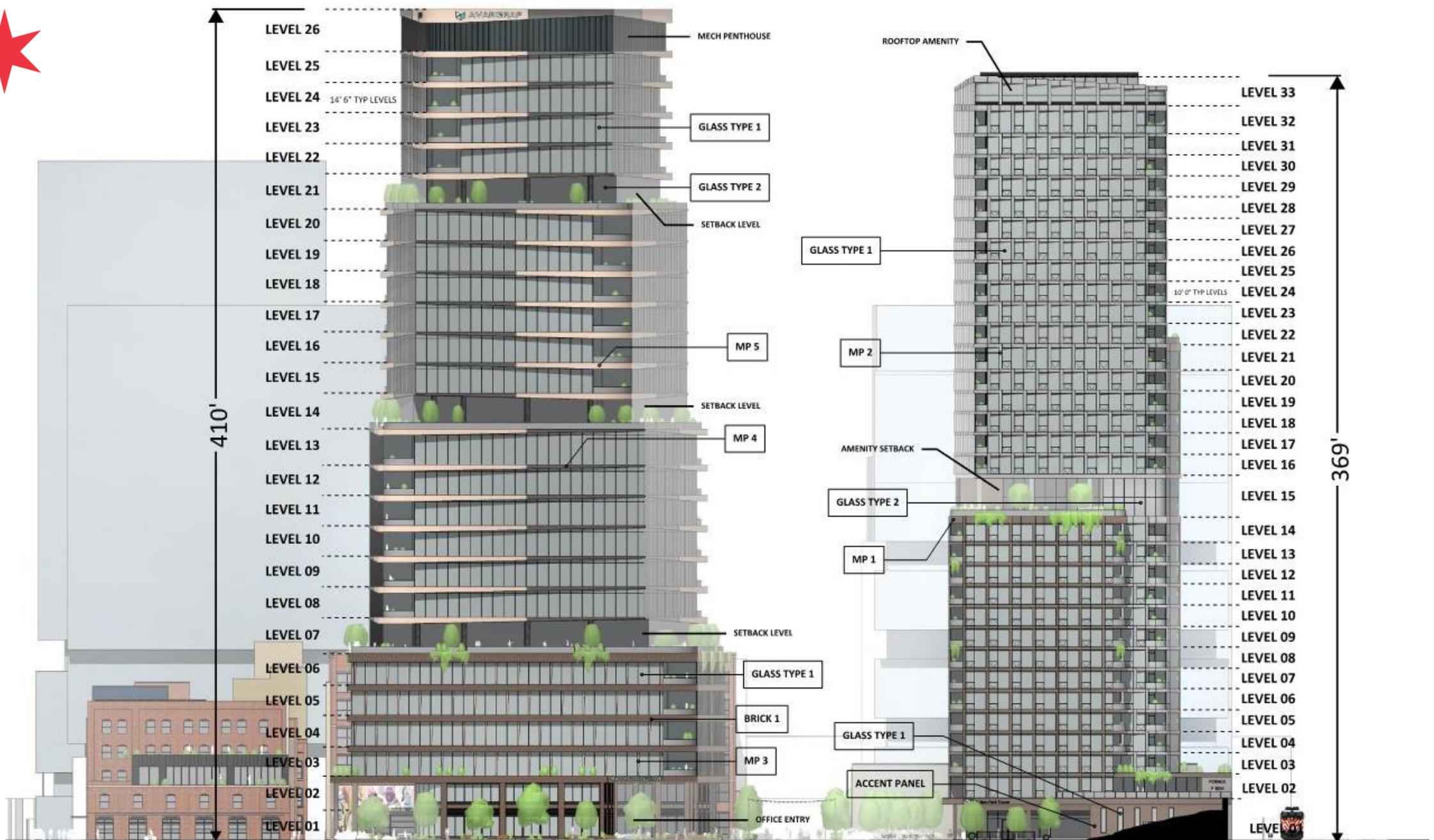
High Tier 4 – 19,220 RSF



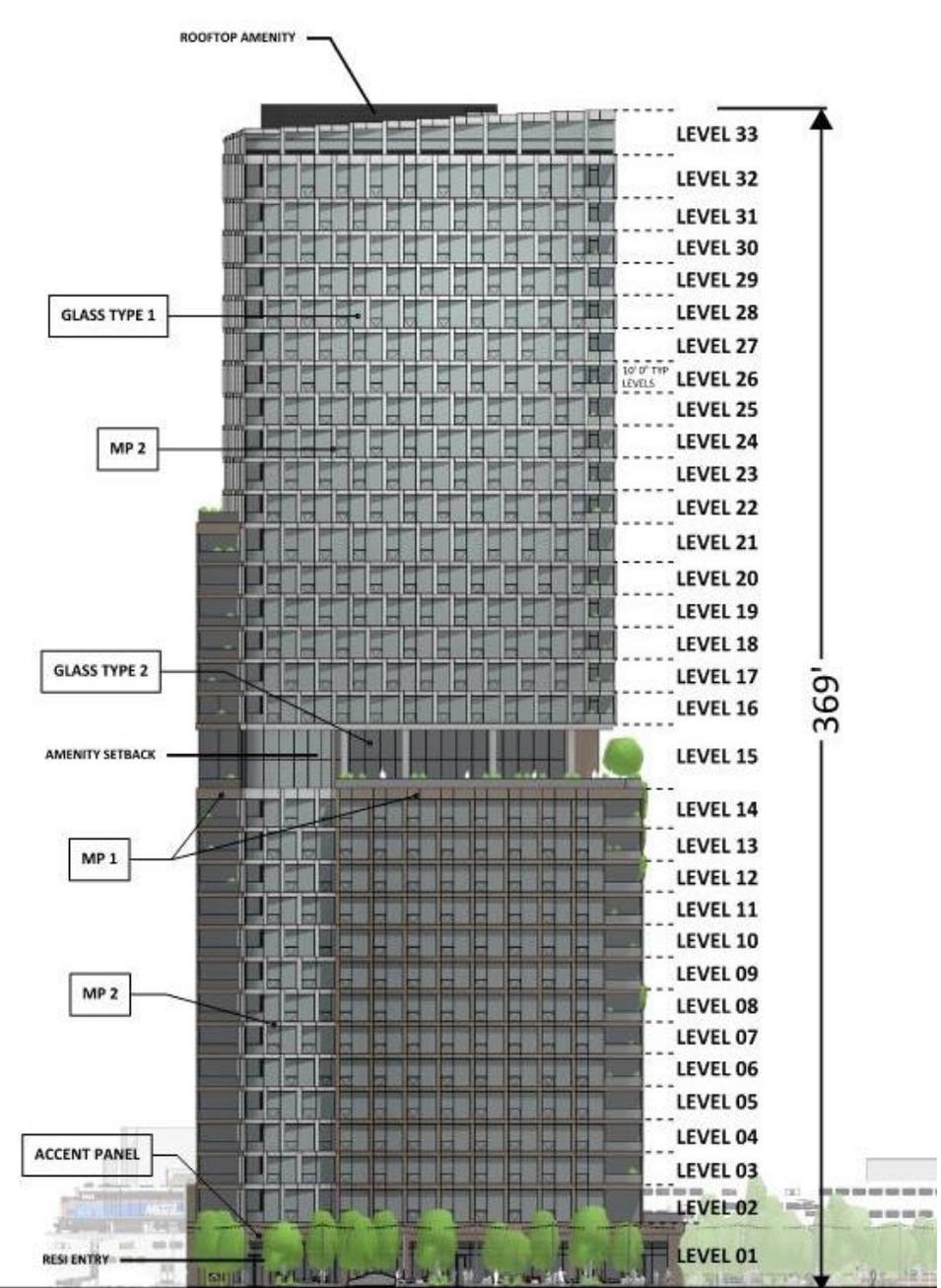
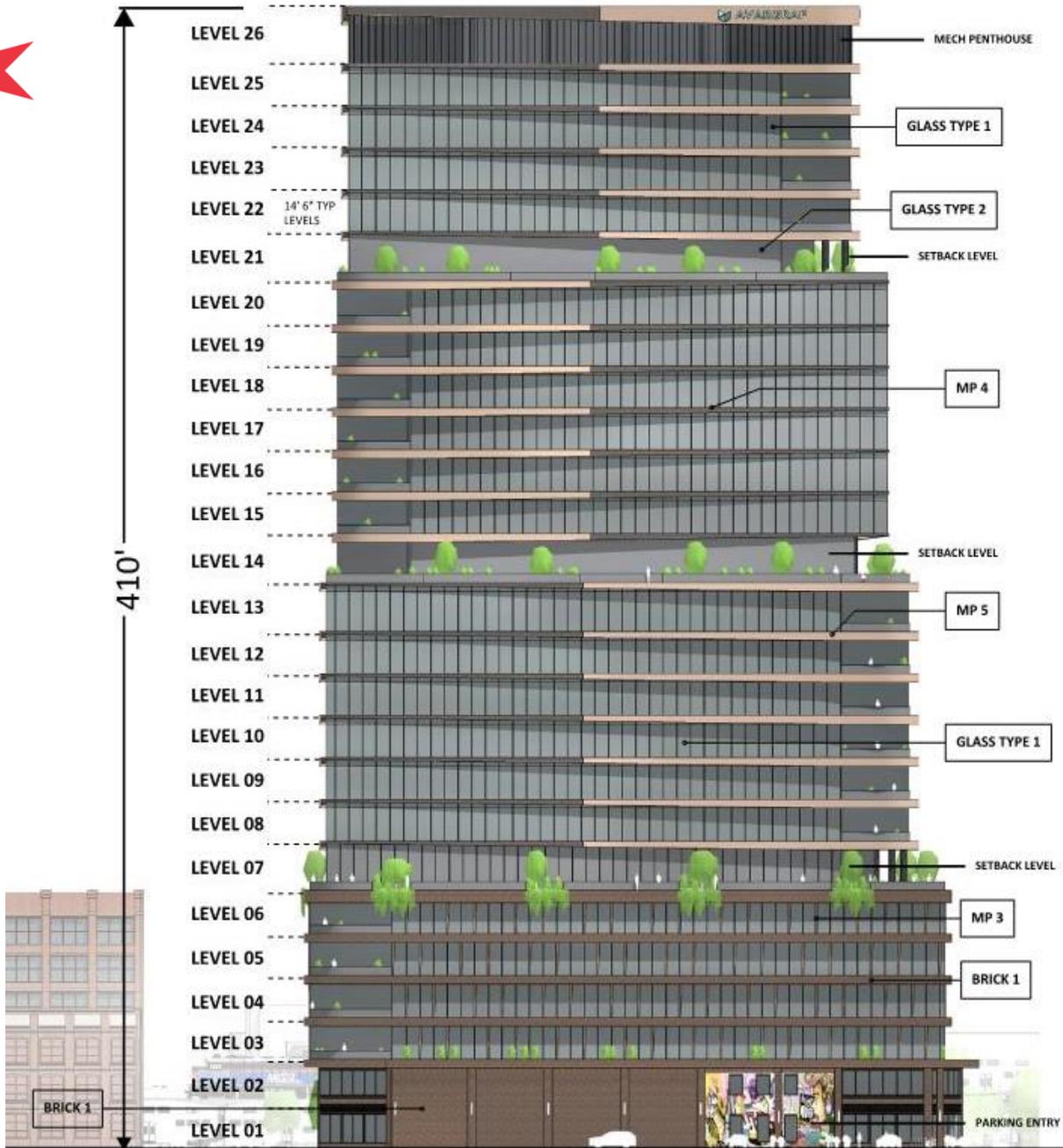
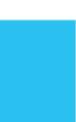
1112 W Carroll Parking Level (-1)
90 Underground Stalls



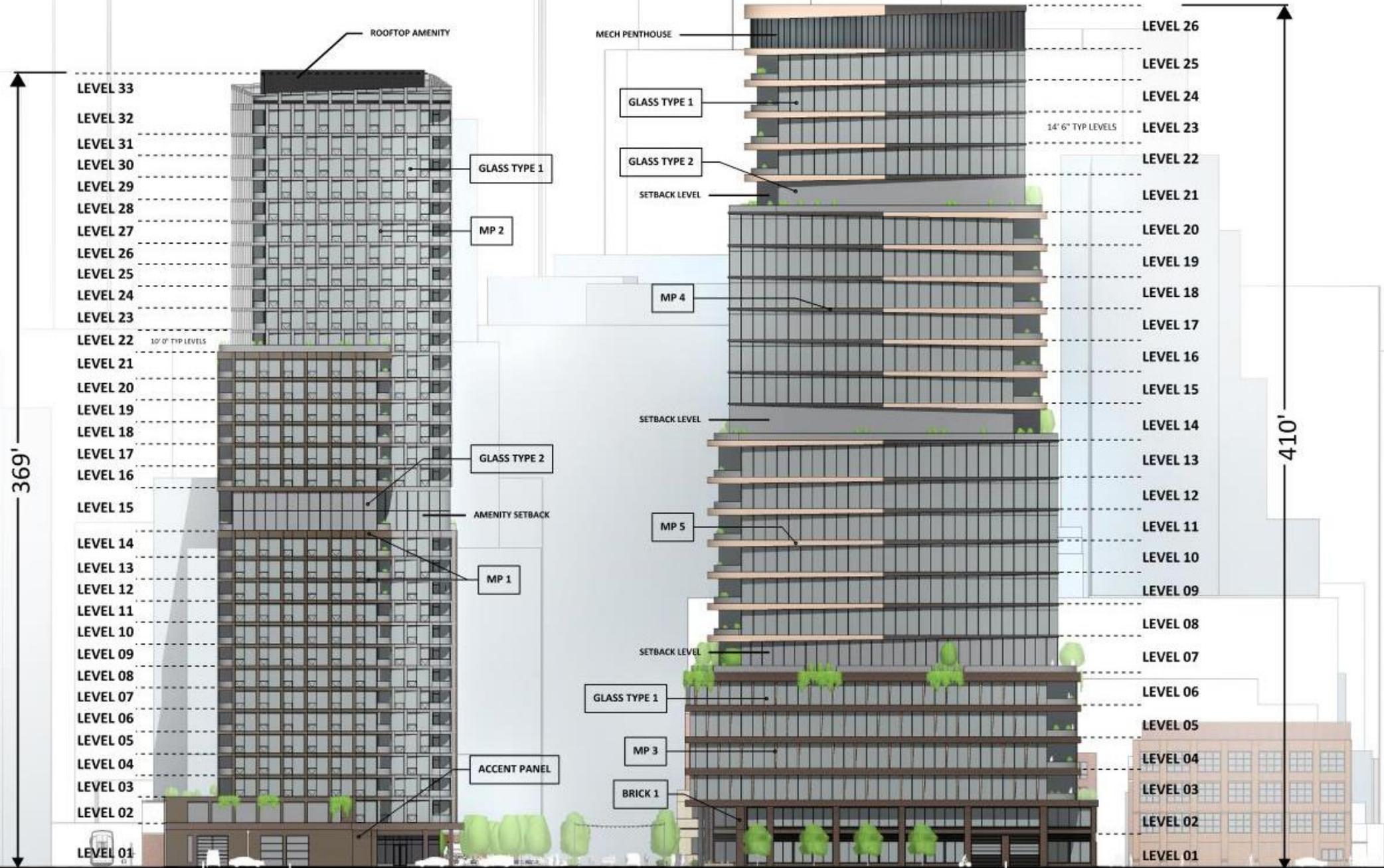
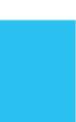
315 N May Parking Level (-1/-2)
180 Underground Stalls



EAST ELEVATION



SOUTH ELEVATION

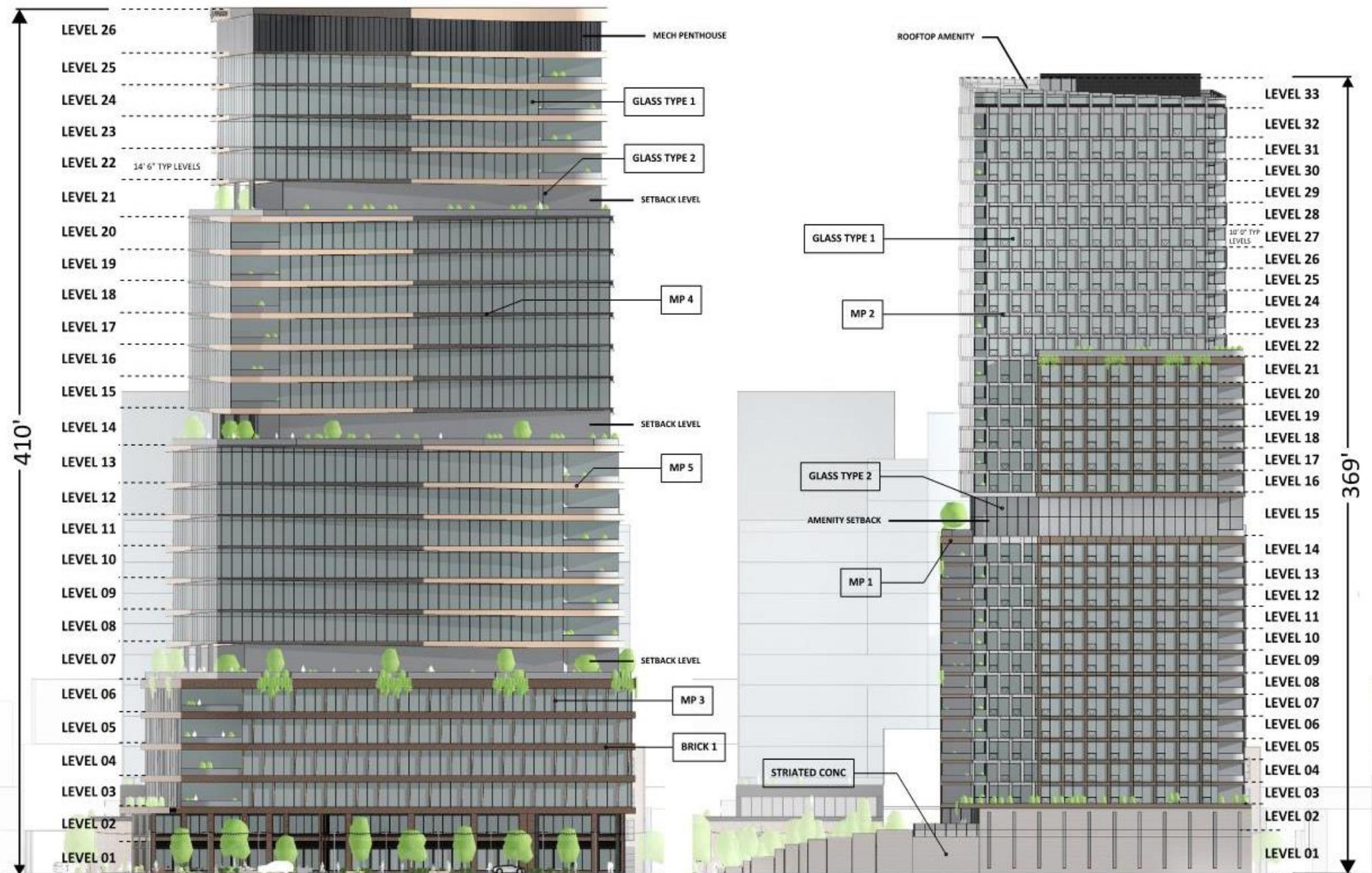


WEST ELEVATION

LOADING

PARKING

LOADING



NORTH ELEVATION



**315 N MAY
BUILDING SECTION
AND MATERIAL
DIAGRAMS**

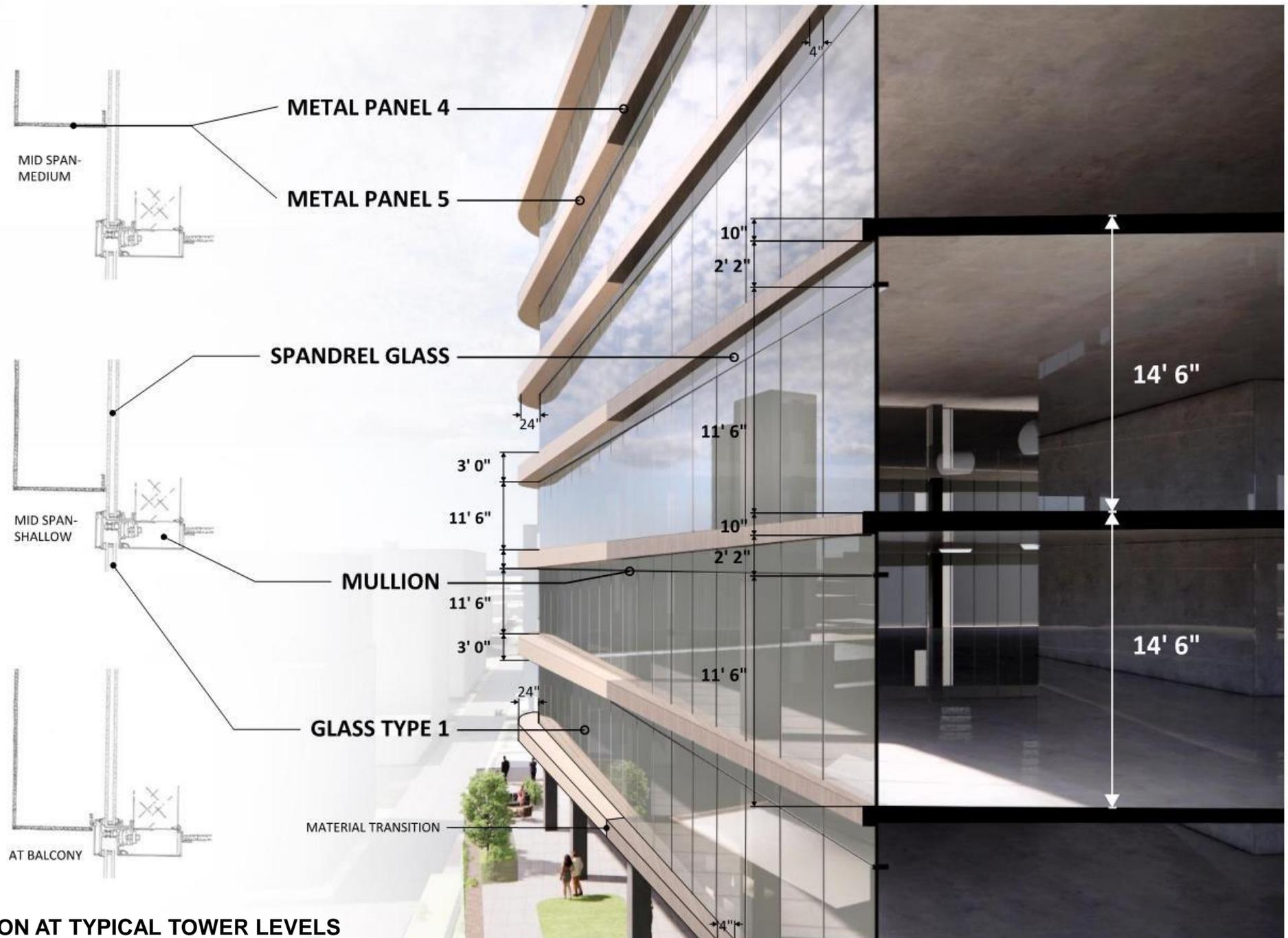
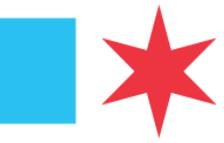


BANDING EXTRUDES FURTHER AS IT REACHES THE BALCONY AND TAPERS BACK WHEN REACHING THE HARDER 90 DEGREE CORNERS.



BANDING ALSO DECREASES IN HEIGHT AS IT EXTENDS TO THE HARD EDGE, EXPOSING THE SPANDREL BEHIND.





315 N MAY BUILDING SECTION AT TYPICAL TOWER LEVELS

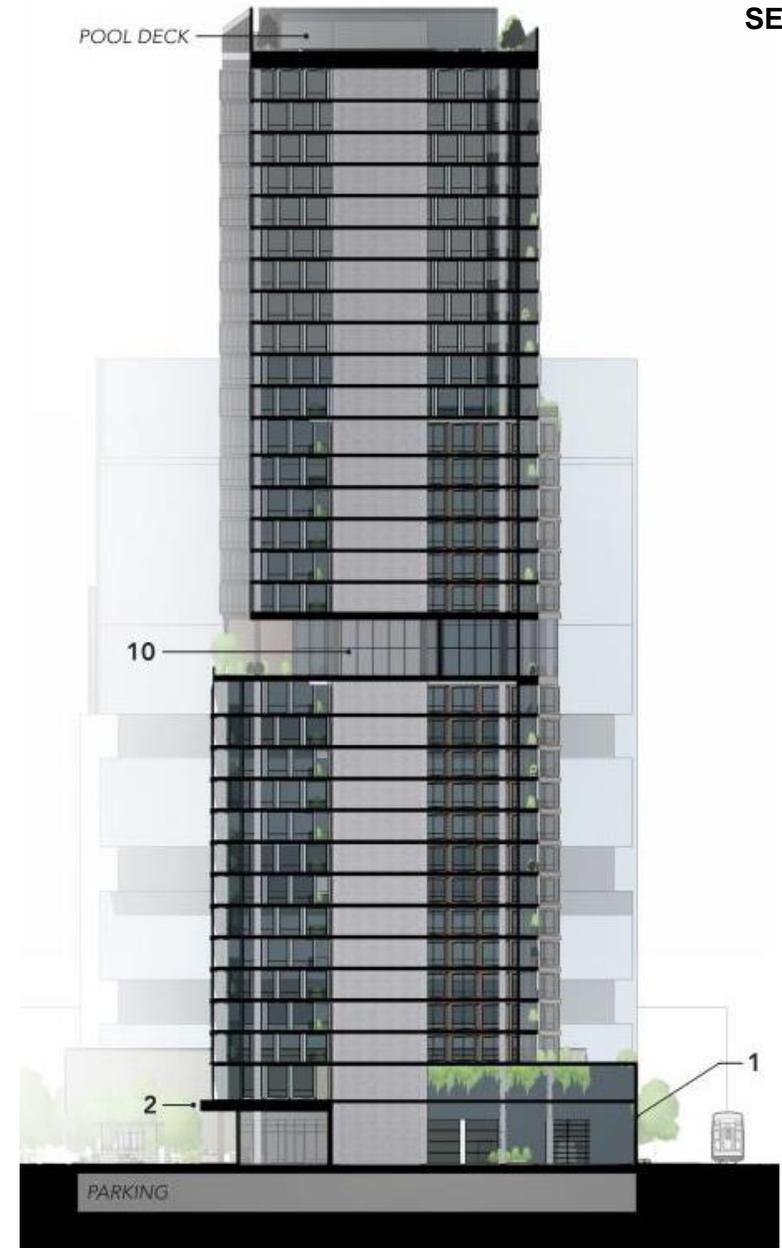
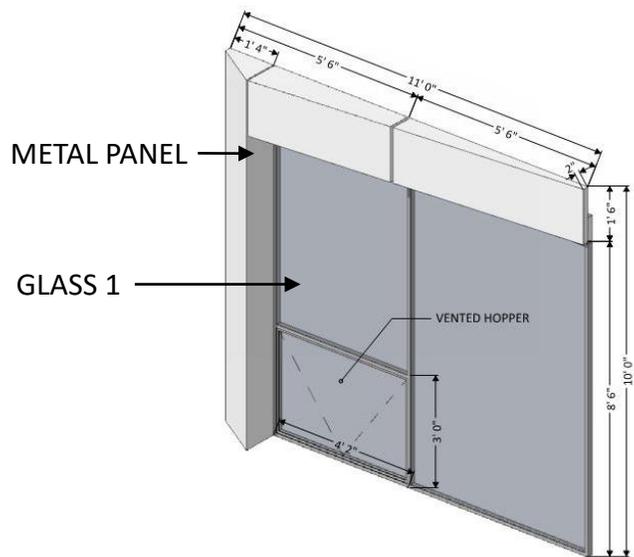
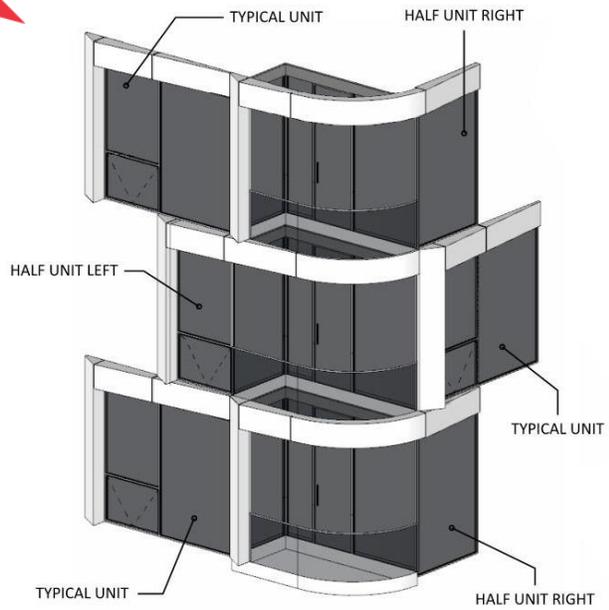


APPROX. LOCATION OF TENANT SIGNAGE - UNDER SEPERATE PERMIT

METAL PANEL 5

METAL PANEL 4

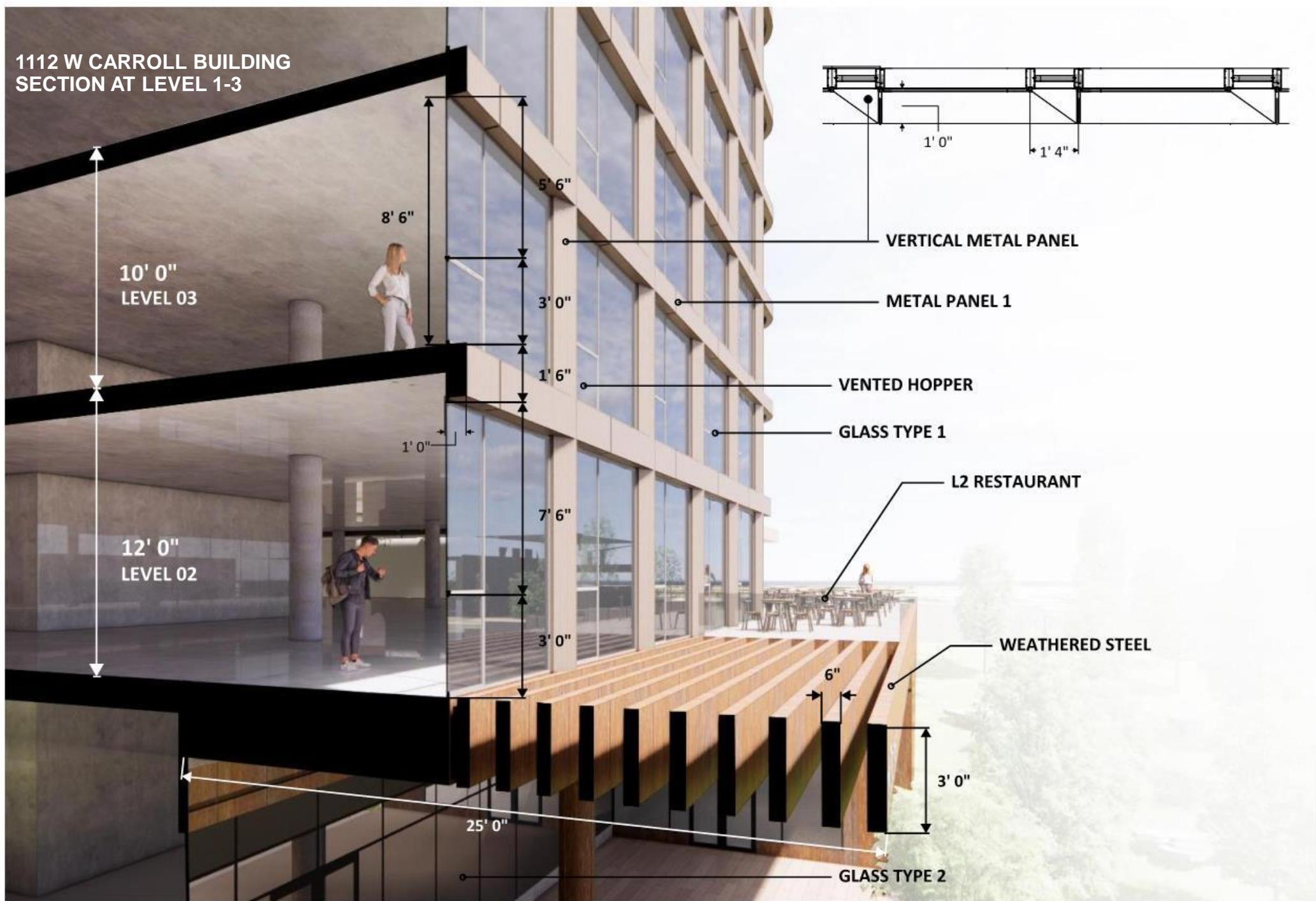
GLASS TYPE 1



1112 W CARROLL
BUILDING
SECTION AND
MATERIAL
DIAGRAMS

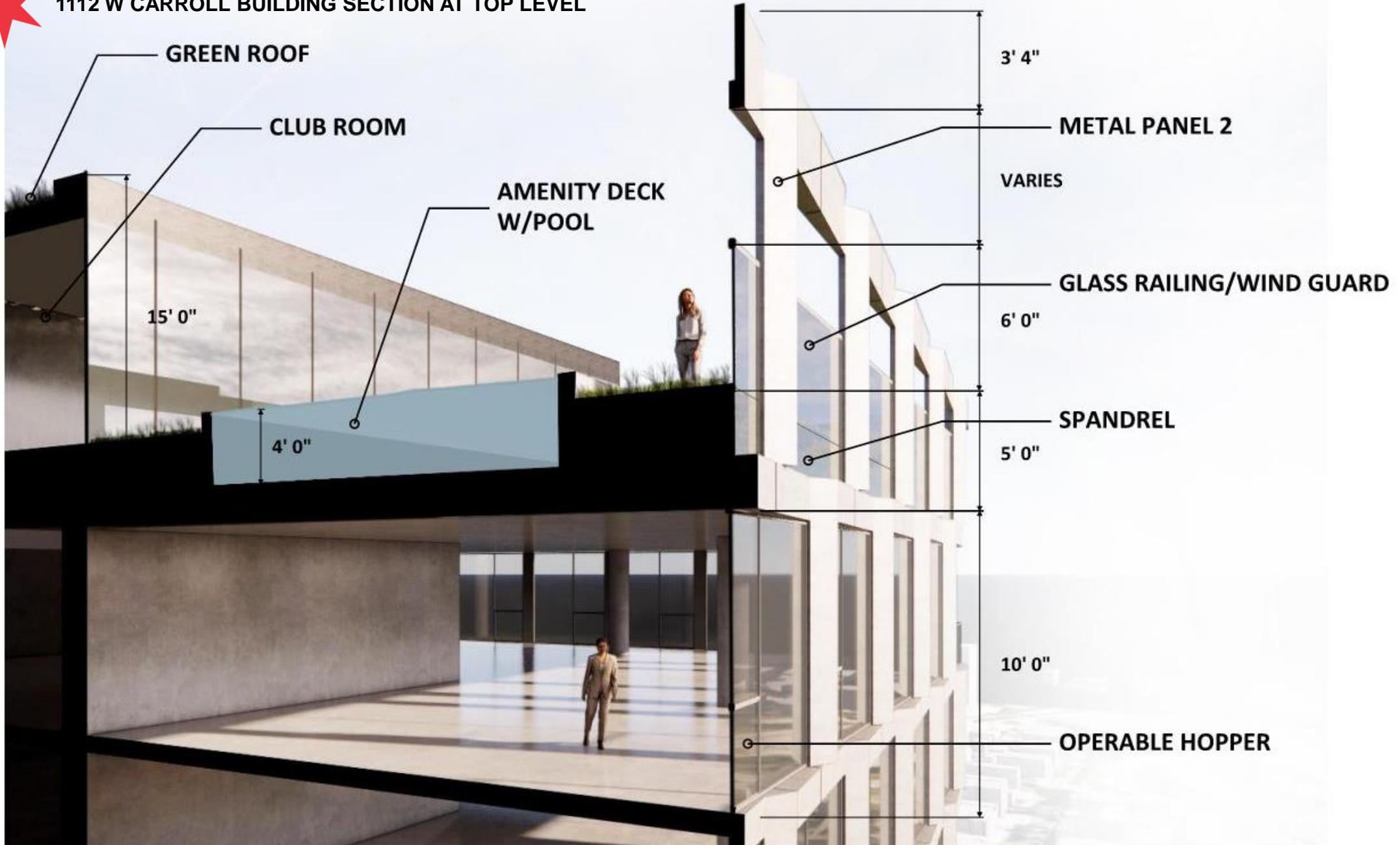


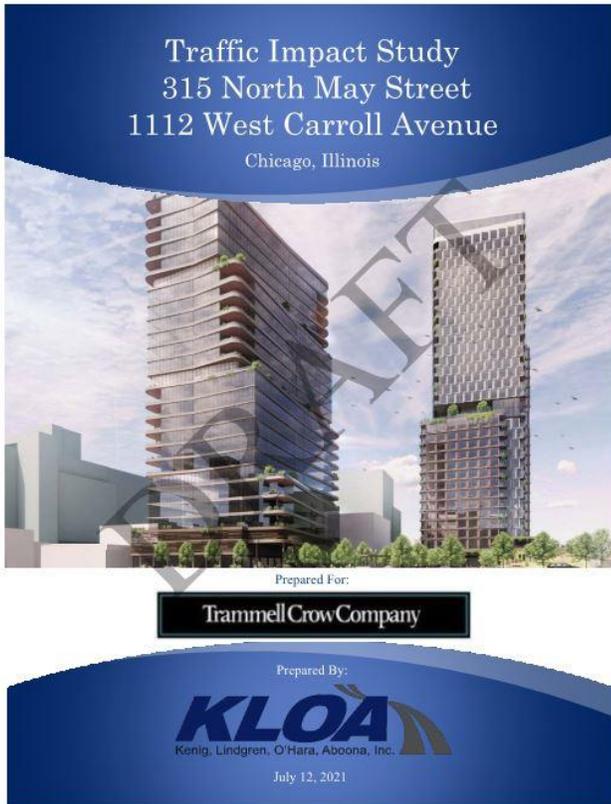
1112 W CARROLL BUILDING SECTION AT LEVEL 1-3





1112 W CARROLL BUILDING SECTION AT TOP LEVEL





- *Prepared by: KLOA*
- Given the location of the site within an urban area and its proximity to alternative modes of transportation, the number of generated trips will be reduced. In addition, some employees will utilize taxis or ride-sharing to arrive at the site.
- The existing street system has adequate capacity to accommodate the traffic that will be generated by the proposed development.
- Access to the 315 N. May Street development will be provided via a full movement access drive off Aberdeen Street. This access drive will be able to adequately accommodate traffic generated by the proposed development.
- Access to the 1112 W. Carroll Avenue development will be provided via a full movement access drive on May Street and will be able to adequately accommodate traffic generated by the proposed development.
- High-visibility crosswalks should be provided at the intersection of Carroll Avenue with May Street and on the north and west legs of the intersection of Carroll Avenue with Aberdeen Street.
- Audial/Visual warning devices should be provided for outbound movements from the proposed parking garage ramps.

- Carroll right of way design and maintenance details pending approval. Ongoing discussions with CDOT and DPD to determine future Carroll landscape route.
- Applicant to enter a perimeter restoration agreement with CDOT prior to part II permits.
- Any changes in scope or design must be approved by CDOT
- Agreement to provide for improvements and restoration of adjacent public way, including streets, alleys, curb/gutters, etc.



MASSING/DESIGN DIAGRAMS



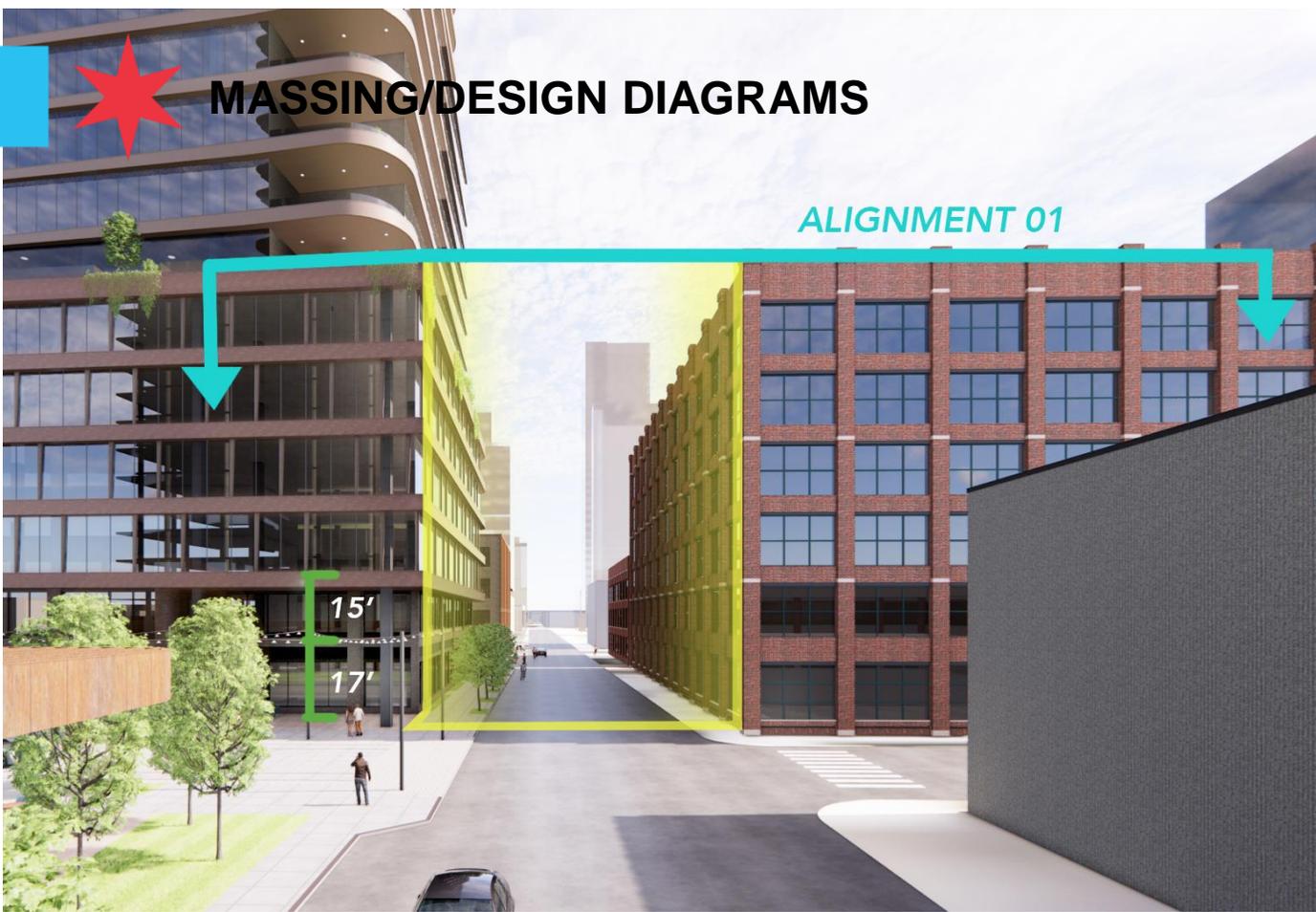
1.5.4 Balconies located on primary building façades should be inset and integrated into the façade design.

3.7.2 A transition in the scale of new construction is necessary to appropriately complement the lower scale of existing historic structures. New developments being proposed adjacent to historic districts should provide a transition in scale to help preserve the unique urban character of the district.

1.3.2 Line the base of the building with active, ground level uses to promote a safe and active public realm



MASSING/DESIGN DIAGRAMS



1.3.1 With high density buildings, step the base to be compatible in height with adjacent lower scale buildings.

3.7.1 Specific attention should be given to preserving the scale of the existing streetwall.

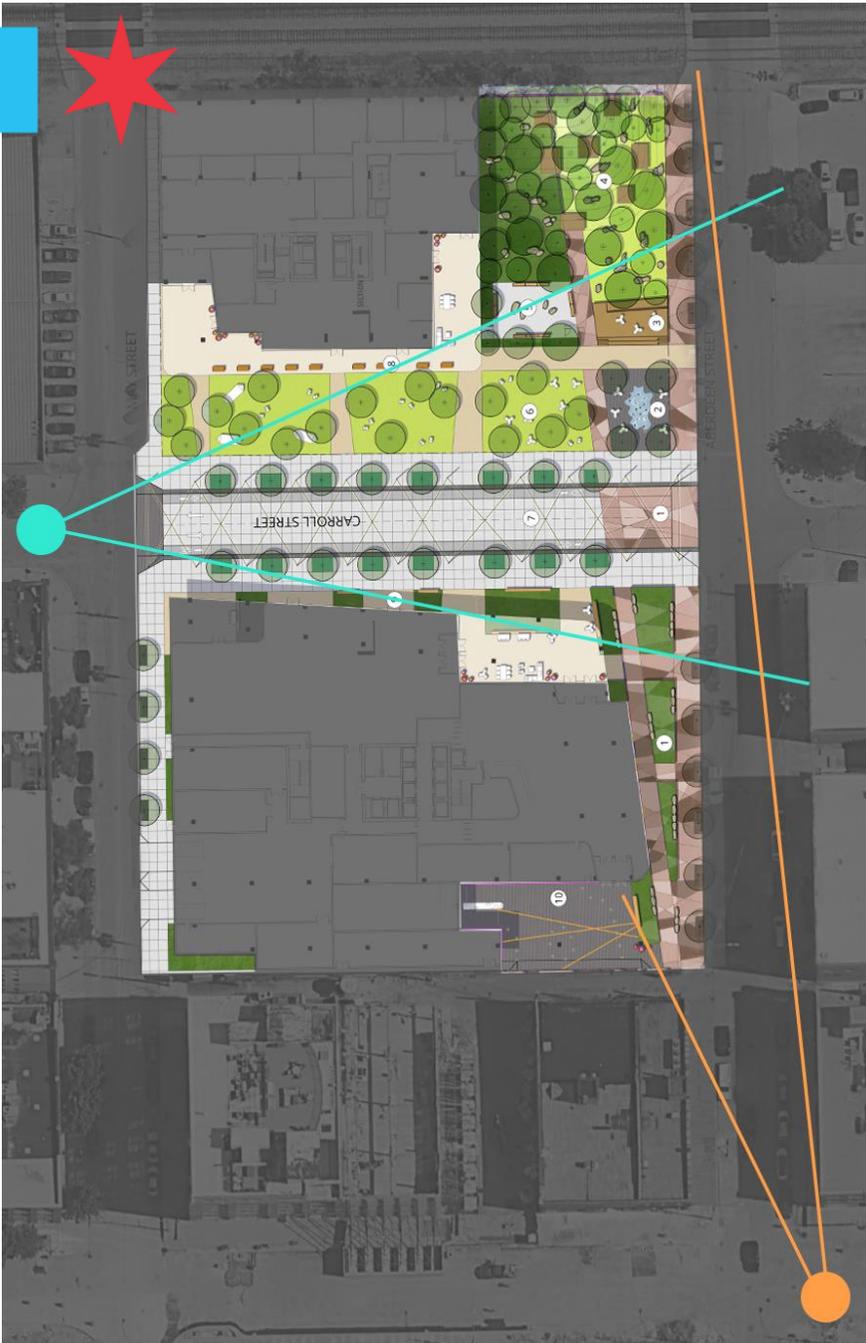
1.3.4 Provide a first-floor height consistent with the rest of the street block face and façade transparency in compliance with the Chicago Zoning Ordinance

2.3.2 For larger sites, design building program into thinner structures to allow for publicly accessible open space on site. This space could be used for outdoor cafes, or for leisure space for building occupants.

1.5.1 Building entrances should be easily identifiable from the street and special architectural treatments that highlight the entry location are encouraged.

1.4.3 When feasible, it is strongly encouraged to locate some or all parking underground.

MASSING/DESIGN DIAGRAMS



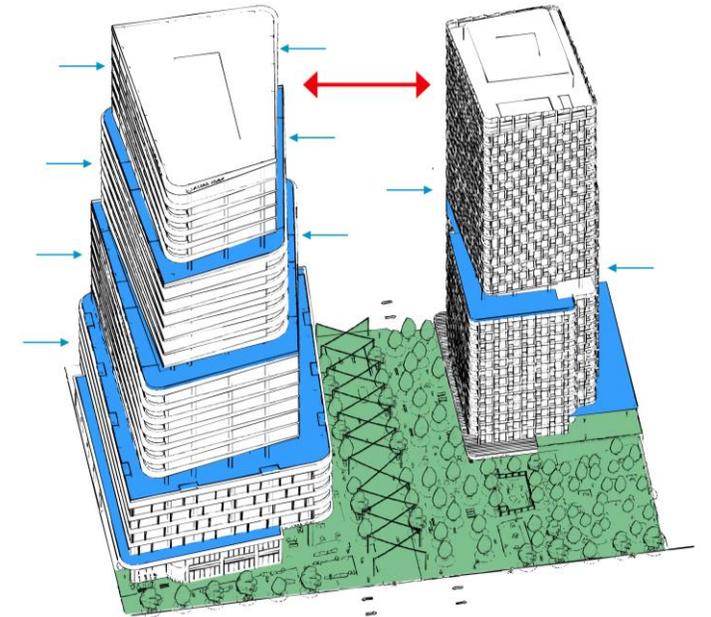
MASSING/DESIGN DIAGRAMS

2.2.1 If there are multiple tall buildings on a single site, maximize the separation between the buildings to allow solar access.

2.2.2 A tall building proposed on a site adjacent to another existing tall building should use setbacks and other location strategies to achieve a maximum distance between the buildings.

In accordance with FMID, the Carroll corridor is envisioned to be a future linear landscape route with a shared street experience. Design principles were utilized to enforce the East-West artery along Fulton with widened sidewalks and heavily programmed open space.

The angularity of the building masses and the program of the open space give a gravity from Fulton, pulling pedestrians into the larger green space and further connecting the two experiences.



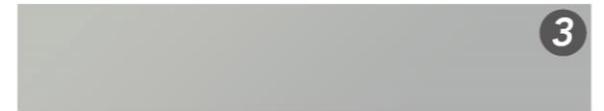
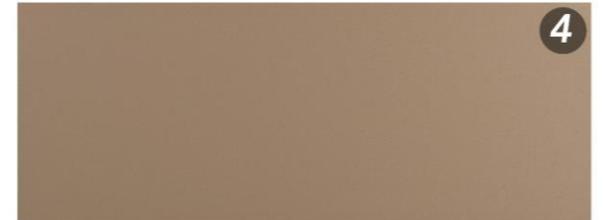


1112 West Carroll - Residential

- 1 STRIATED OR SCORED CONCRETE/PANEL
- 2 WEATHERED STEEL LOOK @ LEVEL 1-2
- 3 CLEAR ANOD MULLION FINISH
- 4 METAL PANEL 1 (LEVELS 2-15)
- 5 METAL PANEL 2 (LEVEL 17-34)
- 9 GLAZING TYPE 1
- 10 GLAZING TYPE 2

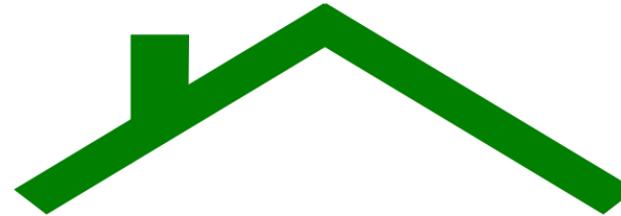
315 North May - Office

- 6 BRICK @ LEVELS 1-6
- 7 METAL PANEL 3 (LEVELS 4-6) COLOR MATCH TO BRICK
- 8 STREET ART @ PORTE COCHERE
- 9 GLAZING TYPE 1
- 10 GLAZING TYPE 2
- 11 BLACK ANOD MULLION FINISH
- 12 METAL PANEL 4 (THIN BANDING SECTIONS)
- 13 METAL PANEL 5 (THICK BANDING SECTIONS)



Sustainability

- **LEED Silver (80 Points) with LEED Gold Target**
 - Stormwater Management
 - Building Energy Simulation
 - Regional Materials
 - Outside Air Delivery Monitoring
 - Water Use Reduction
 - Enhanced Commissioning
 - Plus, More
- **Vegetative Roof (10 Points)**
 - 50-100%
- **EV Charging Stations (10 Points)**
 - 12 EV Spaces



Stormwater



315 N. MAY

STORMWATER DETENTION REQUIRED* 0.155 AC-FT*** (6,747 C.F.)
 VOLUME CONTROL REQUIRED** N/A **

ASSUMPTIONS:

| | |
|--|--------------------------|
| TOTAL PERVIOUS AREA (GREEN ROOF) | 0.46 (AC) 19,953 (SF) |
| TOTAL IMPERVIOUS AREA (CONVENTIONAL ROOF) | 0.61 (AC) 26,534 (SF) |
| (SIDEWALL TRIBUTARY TO ROOF) | 4,200 (SF) |
| TOTAL SITE AREA | 1.07 (AC) |

1112 W. CARROLL

STORMWATER DETENTION REQUIRED* 0.278 AC-FT*** (12,092 C.F.)
 VOLUME CONTROL REQUIRED** N/A **

ASSUMPTIONS:

| | |
|---|------------------------|
| TOTAL PERVIOUS AREA (GREEN ROOF+GREEN SPACE) | 0.55 AC 24,120 (SF) |
| TOTAL IMPERVIOUS AREA (CONVENTIONAL ROOF+PAVEMENT) | 0.47 AC 20,368 (SF) |
| (SIDEWALL TRIBUTARY TO ROOF) | 6,250 (SF) |
| TOTAL SITE AREA | 1.02 (AC) |

* REQUIRED STORMWATER DETENTION VOLUME TO BE PROVIDED WITHIN
 A CAST-IN-PLACE CONCRETE VAULT

** VOLUME CONTROL REQUIREMENT MET THRU THE REDUCTION OF IMPERVIOUS
 AREA ON SITE INCLUDING THE GREEN ROOF SYSTEM.

***NO DETENTION VOLUME CREDIT ASSUMED FOR STORMWATER REUSE.

Stormwater Pre-App Meeting | Meeting Notes

- The existing properties are covered in nearly 100% impervious surfaces (buildings & gravel parking lot).
- The volume control requirement will be met through the reduction in impervious area. Currently, a 40%-50% reduction in impervious area is proposed through the use of green roofs and at grade landscape planters.
- The buildings at 1112 W Carroll/ 315 N May will contain below grade parking garage that will span the property limits. The amenity space surrounding the tower will therefore be considered roof area.
- Rate control for each property will be provided in a cast in place vault located below the parking garage ramp of each building.
- It is our intention that stormwater for the development at 315 N. May will discharge to the 24" sewer in May Street, and the stormwater for the development at 1112 W. Carroll will discharge to the 12" sewer in Aberdeen.
- The buildings will discharge to separate sewers to avoid overloading the sewers in one street and causing capacity issues downstream of the proposed development.

1. For final design, it is advised that the bottom of each vault be located approximately 6" above the crown of the sewer in the street.
2. Based on the Sewer Atlas, the existing combined sewer surrounding the properties is approximately 9 feet deep.
3. It was noted that the existing sewers that we are proposing to connect into do not have any known capacity issues.
4. It is recommended that the sanitary connection for each building be routed to the 15" sewer in Carroll Avenue. Each building should connect on either side of the highpoint located in the middle of the street so that the sanitary flow from the overall development isn't diverted to the same sewer.
5. It is anticipated that the connection sizing for both the storm and sanitary services will be 8" unless the peak flows require that the service lines be increased in size.



AFFORDABLE REQUIREMENTS ORDINANCE

- 76 Affordable Units (20% of 377 total DUs)
- To be provided on-site affordable to households at a weighted average of 60% AMI
- In addition to the 76 affordable units on-site, the applicant has agreed to use reasonable efforts to explore the economic feasibility of providing an additional 38 affordable units (10% of 377) either on-site or in an off-site location within the boundaries of the FMID
- Approx. Unit Mix
 - (39) 1 Bed Units
 - (20) Studio/Conv
 - (13) 2 Bed Units
 - (04) 3 Bed Units

| | 1 Bed | 2 Bed | 3 Bed | Convert | Studio | Units/Floor | Percent/Floor |
|--------------|-----------|-----------|----------|----------|-----------|-------------|----------------|
| Level 02 | 1 | 1 | 1 | - | - | 3 | 3.95% |
| Level 03 | 3 | 1 | - | 1 | 1 | 6 | 7.89% |
| Level 04 | 3 | - | - | 1 | 1 | 5 | 6.58% |
| Level 05 | 3 | 1 | - | - | 1 | 5 | 6.58% |
| Level 06 | 3 | - | - | - | 1 | 4 | 5.26% |
| Level 07 | 3 | 1 | 1 | - | 1 | 6 | 7.89% |
| Level 08 | 3 | - | - | - | 1 | 4 | 5.26% |
| Level 09 | 2 | 1 | - | - | 1 | 4 | 5.26% |
| Level 10 | 2 | - | - | - | 1 | 3 | 3.95% |
| Level 11 | 2 | 1 | - | - | 1 | 4 | 5.26% |
| Level 12 | 2 | - | - | - | 1 | 3 | 3.95% |
| Level 13 | 2 | 1 | - | - | 1 | 4 | 5.26% |
| Level 14 | 2 | - | - | - | 1 | 3 | 3.95% |
| Level 15 | 1 | 1 | 1 | - | - | 3 | 3.95% |
| Level 16 | 2 | 1 | - | 1 | - | 4 | 5.26% |
| Level 17 | 1 | 1 | 1 | 1 | - | 4 | 5.26% |
| Level 18 | 1 | 1 | - | 1 | - | 3 | 3.95% |
| Level 19 | 1 | 1 | - | 1 | - | 3 | 3.95% |
| Level 20 | 1 | 1 | - | 1 | - | 3 | 3.95% |
| Level 21 | 1 | - | - | 1 | - | 2 | 2.63% |
| Total | 39 | 13 | 4 | 8 | 12 | 76 | 100.00% |





ECONOMIC AND COMMUNITY BENEFITS

- **2500 Permanent Jobs**
- **1600 Construction Jobs (800 Trades men/women at the peak)**
- **\$9.49MM FAR Bonus**
 - Neighborhood Opportunity Fund
 - Adopt-a-Landmark Fund
 - Local Impact Fund
- **26% Participation from qualified Minority Business Enterprises**
- **6% Participation from qualified Women Business Enterprises**
- **50% Hiring of Chicago Residents, of which a percentage of employees would be sourced from qualified residents in the 27th Ward**
- **35k Square feet of public open space**



DPD RECOMMENDATIONS

- The proposed development is in conformance with the West Loop Design Guidelines approved and adopted by the Chicago Plan Commission. The proposed residential and office high-rise buildings promote pedestrian scale and accessibility with active uses at the base and high-quality materials and design. In addition, the project will enhance the pedestrian experience with a large amount of landscaping and a 35,000 SF of ground floor open space accessible to the public.;
- The proposed planned development allows flexibility in application of selected use, bulk, and development standards in order to promote excellence and creativity in building design and high-quality urban design (per 17-8-0105);
- The proposed planned development complies with building orientation and massing (per 17-8-0905-B), as evidenced by locating active uses, doors, and windows adjacent to the sidewalk. Furthermore, the building façade, at pedestrian level, is appropriately scaled within the context of the existing streetscape;
- The proposed planned development demonstrates Urban Design (per 17-8-0906-A), as evidenced by reinforcing desirable urban features found within the surrounding area, such as siting patterns, massing arrangements and streetscape characteristics along West Carroll Ave., North May Street and North Aberdeen Street;
- The proposed development complies with the standards and guidelines of Section 17-8-0900 (17-13-0609-A); and, b. The proposed development is compatible with the character of the surrounding area in terms of uses, density, and building scale (17-13-0609-B); and,